## Mail Proposals.

(Extract from the act approved 3d March, 1845.)

(Sec. 19. And be it further enacted, That to insure, as far as may practicable, an equal anti just rate of compensation, according to service performed, among the several railroad companies in the ited States for the transportation of the mail, it shall be the duty Fostinuster General to arrange and divide the railroad routes, inding those in which the service is partly by railroad and partly by ambonts, into three classes, according to the size of the mails, the set with which they are conveyed, and the importance of the service as a service and it shall be lawful for him to contact. Or conveying the mail the any such railroad company, either with or without advertising anch contract: Provided, That, for the conveyance of the service and it shall be lawful for him to contact. Or conveying the mail on y railroad of the first class, he shall not pay a higher rate of communion than is now allowed by law; nor for carrying the mail on y railroad of the second class, a greater compensation than one hunded collars per mile per annum; nor for carrying the mail on any incided of the third class, a greater compensation than the last of conclude a contract for carrying the mail on any of such rail-droutes at a compensation, not exceeding the aforesal maximum and in case the Postmaster General shall not be last to conclude a contract for carrying the mail on any of such rail-droutes at a compensation, not exceeding the aforesal maximum on, or for what he may deem a reasonable and fair compensation the service to be performed, it shall be lawful for him to separate better mail from the residue of the mail, and to contract, other the or without advertising, for conveying the letter mail over such the, by horse express or otherwise, at the greatest speed that can secondally be obtained, and also to contract for carrying over such the three three three three and the product of the mail, in wagons or otherwise, at a slower rate speed.

lasued, in compliance with the directions contained therein, viz:

PROPOSALS for carrying the letter mails of the United States, also for carrying the residue of the mails, from the Ist day of October, 1857, to the 50th of June. (inclusive.) 1861, on the following route in the State of New York, will be received at the Contract Office of the Post Office Department, in the city of Washington, until the 11th day of September, 1857, (to be decided by the 19th any of said month.) in the manner herein stated, viz:

1123 From Rouse's Point, by Champlain, Moocra, Moore's Forks, Aaroneburgh, Ellenburgh, Churubusco, Wrightswille, Chaleagay, Andrusville, Malone, Bangor, North Bangor, Bruth's Mills, Morra, North Lawrence, Brasher Falls, Stockbolm, Depth Stockholm, West Stockholm, North Stockholm, North Fotsdam, Petadam, Madrid Depot, Madrid, and Lisbon Centre, to Ogdensburgh, 119 miles and back, six times a week.

Contractors are to run on the stage-road, and supply the offices off the same by side mails, in close connexion with the main route.

INSTRUCTIONS. 1. The letter mail is to be carried on horseback at the greatest practicable speed, and the residue of the mail in wagons, or otherwise, at a slower rate of speed. Bidders will state in their proposals the schedule of arrivals and departures by which they propose to run, and the rate of speed to be accomplished. The proposals may set forth distinct sums for the letter and for the other mails, or a combined one for the active survice.

rate of speed to be accomplished. The proposals may set forth dis-linet sums for the lotter and for the other mails, or a combined one for the entire service.

2. No pay will be made for trips not performed; and for each of such omissions, not attifactorily explained, three times the pay of the trip may be deducted. For arrivals so far behind time as to break con-nexies with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture.

3. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

4. The Postmaster General may annul the contract for repeated fail-ness to run agreeably to centract; for violating the post office laws, or disobeying the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages convey-ing mailable matter out of the mail.

5. Each bid must be guarantized by two responsible porsons. Gen-eral guarantees cannot be admitted. The bid and guarantee abould be signed planly with the full name of each person.

oral guarantees cannot be admitted. The bid and guarantee should be signed plainly with the full name of each person.

The department reserves the right to reject any bid which may be deemed extravagant, and also the bids of fuling contractors and stidents.

bidders.

6. The bid should be scaled; superscribed "Mail Proposals, Sta" addressed "Second Assistant Festmaster General," Con
Office, and seat by modil, not by or to an agent; and postmaster
hot enclose proposals (or letters of any kind) in their quarterly
tors.

forms.

7. The contracts are to be executed and returned to the department by or before the lat of October, 1857, but the service must be commenced on the lat October, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed and received at the department; and then no transfers were be allowed unless good and sufficient reasons therefor are given, to be determined by the department.

8. A modification of a bid in any of its essential terms is tantameount to a new bid, and cannot be received, so as to interfere with a regular

s. A moduleant of a but in any of its sessential terms is taliamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids.

9. Postmaxters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and sureties are distinctly notified that, on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

AARON V. BROWN.

FOST OFFICE DEPARTMENT, August 12, 1857. Aug 14—law4w

## Transportation of Coal to China.

NAVY DEPARTMENT, Bureau of Construction, &c., August 13, 1857.

Proposals, sealed and endorsed "Proposals for Project to China," will be received at this bureau until 3 o'clock, the 15th September next, for the transportation of not exceeding 4,000 tens of antiractic coal from the port of Philadelphia, in such ing 4,000 tons of antifractic coal from the port of Finiaceipnix, in such quantities as may be offered, and the Department deem proper to accept, to be delivered to the United States—naval storekeepers at Hong-Kong and Shanghal, as may be directed.

The offer will state the price per ton of 2,240 list for that delivered, without primage or any other extra charge, and also the rate at which demarrage will be charged. No other than cargo for the government to be received on board.

received on board.

Treceived on board.

the draught of water of the vessel offered makes any lighterage seary in loading, it will be at the cost of the vessel; but good desawil be given in loading. For the delivery of the coal within of the ship's tackle at the ports in China lay duys will be deded, at the rate of one fair-weather working day for every 30 tons

manded, at the rate of one fair-weather working day for every 30 tons of coal.

The vessel named must stand A No. 1, and pass the usual inspection by such officers as may be appointed by the commandant of the yard where the ship may be; and if not offered for inspection within three days after a notice has been given, the department will make such other arrangement as will best subserve the public interest. The vessel must be in Fhliadelphia and ready to load within ten days after he has passed inspection, and the notice of acceptance given.

Wind and weather permitting, the vessel must sail within fire days after being leaded and the bills of lading signed; otherwise there will be adducted from the freight money, for each and every day's delay is sailing beyond the five days named, a sum equal to the amount demanded per day for demurrage.

Fayment will be made within thirty days after the presentation of receipts in triplicate of the delivery of the coal, by any navy agent in the United States that the bidder may select, who will be designated in the charter party.

# Proposals for Screw-Propeller Sloop-of-War.

NAVY DEPARTMENT, Bureau of Construction, &c., June 27, 1857. Bureau of Construction, &c., June 27, 1857.

THE Bureau will receive sealed proposals, specifications, and plans until the 24th day of August next, endorsed "For the Construction of a Steam-Propoller Stoop-of-War," authorized by the act of Congress, spproved 3d March, 1857.

The proposals must be for the hull, spars and spare spars, rigging and blocks, sails and spare valls, awnings, &c., boats, auchors and cables, tanks, casks, furniture and cocking utensis, the steam machinery and spare work, with all the equipments and outlist of a ship-of-war; to be complete and ready in all respects to receive her officers and inea, provisions, stores, and armament.

The armament, stores, and provisions will be furpished by the government.

The armsment, stores, and provisions will be furplehed by the government.

The specifications must fully describe the materials to be used, the method and sizes of fastenings, the detail of sizes and arrangement of the machinery, the various fixtures of equipment and outfit, the cabin for gaptain, wardroom for 12 officers, steerage for 14 officers, apartments for 4 forward officers, the store, sail, bread, clothing, issuing-rooms, &c., sick bay, magazines, shell-rooms, spirit-rooms, holds, chain and other lockers; also, the dimensions of the spars, boats, and all the other objects included in the proposal.

Upon application to the commandant of any navy-yard, the bidder can see the list of stores and provisions with which the government will furnish the ship, and for which, also, the contractor in his plans must be working drawings, from which the ship can be built, showing the inboard arrangements, the allotments of space for accommodations for store rooms, for the stowage of the various objects of equipment, outfile, provisions, and stores, the arrangement of the machinery and the disposition of the coal. There must also be a plan of the sails, showing the occurred, to the coal. There must also be a plan of the sails, showing the occurred to the coal. There must also be a plan of the sails, showing the occurred to the coal. There must also be a plan of the sails, showing the occurred to the coal. There must also be a plan of the sails, showing the occurred to the coal. There must also be a plan of the sails, showing the occurred to the coal. There has a plan of the sails, showing the occurred to the coal. There has a plan of the sails, showing the occurred to the coal. There has the devertible of the coal. There has a plan of the sails, showing the occurred to the coal. There has a plan of the sails, showing the occurred to the coal.

and spanker.

The plans will be accompanied by a model, which, with the drawlegs of the hull, must be on a scale of one-quarter of an inch to a foot.

The ship to be pierced for chase, stern, and broadside ports,
the latter not less than twelve in number on each side, and to be

14 feet 2 inches from centre to centre. The pert sill to be 20 inches above the deck; the ports 44 inches fore and aft, and 28 inches to depth.

The weight of armament to be provided for in the displacement will be 160 tone of 2.240 prounds.

The weight of armament to be provided for in the displacement will be 160 tons of 2,240 pounds.

The total complement of officers and men will be 265 persons, and the ship must stow provisions for 120 days, and water for 90 days, with a condenser for distilling fresh water. Fuel to be carried for 13 days, full steaming, and the vessel to make under steam atone at heap-load draught of water ten knots in a smooth sea. The deep-load draught of water, when armed and fully equipped with men, provisions, and stores of all kinds, and ready for sea, not to exceed 16 feet, and the lowest port sill to be 8 feet above the load line.

line.

The propeller to be fitted to hoist up; and the boilers to have a telescope chimney, so that the ship may not be impaired as a cruiser under sail, for which she is intended.

The bidder will state the time considered necessary to complete the ship for sea, together with the price, fully equipped, as before named.

The object of the department in inviting proposals is to obtain the very best ship-of-war that the mercantile marine can produce, and proposals will be received from ship-builders only.

The proposals, specifications, and drawings which conform to the conditions income prescribed, and combine the greatest number of advantages, will be selected, and the price must receive the approval of the department before a contract will be made. The reputation of bildern as successful constructors will have due weight. The specifications, drawings, and models of parties not obtaining the contract can be withdrawn by them.

BOOKS FROM LONDON—
Finden's Beauties of Moore, I vel., folio, richly bound in Turkey morocco, and illustrated with 40 steel engravings, \$14 50.
Flowers of Loveliness, I vel., folio, bound in Turkey morocco, and
illustrated with 40 groups of female figures, finely executed on steel,

The Pictorial Sunday Book, 1 vol., folio, half bound in Turkey mo-occo, illustrated with numerous engravings ou wood and steel, and with maps, \$10.

History and Description of the World's Fair in 1851, illustrated by seautiful steel engravings, 2 vols, 4to, duely bound in Turkey moroo-o, \$22.

illistory and control steel engravings, 3 vols, 4to, mery sense to 222.

co, \$22.

Hogarth's Worke, in a series of 150 steel engravings by the first are leaved.

Hogarth's Worke, in a series of 150 steel engravings by the first are leaved.

Inst. 2 vols., 4to, Turkey moreocco, \$10.

TAYLOR AND MAURY's half-dollar Bibles, Englands and most intellectual actors of the age, Just imported by

TAYLOR & MAURY, June 6—34.

Bookstore, near 9th street.

United States Patent Office,

Washington, Sept. 1, 1857.

N the petition of James Phelps. of Sutton, Massachusetts, praying for the extension of a patent granted to him on the 24th of November, 1843, for an improvement in "washing machine for cleaning rags," for severy pears from the expiration of said patent, which takes place on the 24th day of November, 1957.

It is ordered that the said petition be heard at the Patent office on Monday, the 9th of November next, at 12 o'clock, m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing. All testimony filed by either party to be used at the said hearing must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

The totilingony in the case will be which will be furnished on application.

cordance with the rules of the office, which was the changes cordinates.

The testimony in the case will be closed on the 3d of October; depositions, and office papers relied upon as testimony, inust be filed in the office on or before the morning of that day; the arguments, flary, within ten days thereafter.

Ordered, also, that this notice be published in the Union, Intelligencer, and Evening Star, Washington; Republican, Baltimore, Pennsylvanian, Philadelphia, Penn.; Balty News, New York; Post, Bogton; and Baquirer, Cincinnati, Ohio, once a week for three aucosesive weeks previous to the 9th of November next, the day of hearter.

S. T. SHUGERT,
Commissioner of Patents.

P. S.—Editors of the above papers will please copy, and send the bills to the Patent Office, with a paper containing this notice.

Sep. 2—1aw3w

#### United States Patent Office,

Washinstone, August 14, 1857.

N the petition of J. D. Russell and C. Waterman, administrator of S. Waterman, deceased, of New York, praying for the extension of a patent granted to J. B. Russell and Stephen Waterman on the 31st January, 1844, for an improvement in "ship's blocks," for sevon years from the expiration of said patent, which takes place on the 31st day of January, 1858.—
It is ordered that the said potition be heard at the Patent Office on Monday, the 11th of January, 1858, at 12 o'clock, m.; and all persons are notified to appear and show cause, if any they have, why said petition ought not to be granted.

Persons opposing the extension are required to file in the Patent Office their objections, specially set forth in writing, at least twenty days before the day of hearing; all testimony filed by either party to be used at the said hearing must be taken and transmitted in accordance with the rules of the office, which will be furnished on application.

on.

The testimony in the case will be closed on the 31st of December

The testimony, must be flee The testimony in the case will be closed on the dist of recommendations, and other papers relied upon as testimony, must be filed in the office on or betwee the morning of that day; the arguments, if any, within ten days thereafter.

Ordered, also, that this notice be published in the Union, Intelligencer, and Evening Star, Washington, D. C.; Republican, Baltimore, Md.; Pennyivanian, Philadelphia; and Daily News, New York, N. Y.; Inquirer, Cincinnati, once a week for three successive weeks previous to the 11th of January, next, the day of hearing.

S. T. SHUGERT,

P. S.—Editors of the above papera will please copy, and send their bills to the Patent Office, with a paper containing this notice. Aug 15—law3w

Notice Of the Edablishment of three additional Land Offices in the Territory of Kansar.

March 3, 1957, entitled "An act to establish three additional land districts in the Territory of Kansas," to be called, respectively, the "Delaware land district," the "Osage land district," and the "Western land district," it is hereby declared and made known that the offices for said district have been established as follows, viz:

For the "DELAWARS DEFERIOR" at DONNHAN.

For the "OSAGE DEFERIOR" AT ORDEN SCOTT.

For the "Western destroy" at Codes, in said Territory.

Given under my hand, at the city of Washington, this eleventh day of April, A. D. 1857.

Ry order of the President: JOS. S. WILSON.

Acting Commissioner of the General Land Office Ap 11-law6wt

INo. 579.1 Notice Establishment of an additional Land District in the State of Wi-consin.

IN pursuance of the act of Congress approved IN pursuance of the act of Congress approved March 3, 1857, entitled "An act to establish an additional land district in the State of Wisconsin," to be called the "Chirrywa Distruct," which district embraces that portion of the old La Crosse and Rudson districts, situated "worth of the line disting townships force and twenty-five north; south of the line disting townships forty and furty-one north; west of the line dividing ranges one and two east; and east of the line dividing ranges eleven and twelve west," it is hereby declared and made known that the effect of said district has been established at the town of "Eac Claus," in said State.

Given under my hand, at the city of Washington, this eleventh day of April, A. D. 1857.

By order of the President:

JOS. S. WILSON,
Acting Commissioner of the General Land Office;
Ap 11—law6w†

#### INo. 580.1 Notice

Of the Edablishment of three additional Land Offices in the Territory of Nebraska.

IN pursuance of the act of Congress approved March 3d, 1867, entitled "An act to establish three additional land districts in the Territory of Nebraska," to be called, respectively, the "Nexasta Land District," the "Soura Plantz Ruym Land District," it is hereby declared and made known that the offices for said districts have been established as follows:

ows, vis.

For the "Nemana Land District" at Brownsville.

For the "Source Plants District" at Nebranka City.

For the "Datora District" at Datota City, in and Territory.

Given under my hand, at the city of Washington, this thirte

of April, 1857. By order of the President: JOS. S. WILSON,
Acting Commissioner of the General Land Office

# [No. 581.] Notice of the Removal of the Land Office from Red Wing to Henderson, in Minnesota Ter-ritory.

IN accordance with the provisions of the act of Congress entitled "An act authorizing changes in the location of Land offices," approved March 3, 1853, it is hereby declared and made known that the office for the sale of public lands at Ren Wixe, in Mixingeria Territory, will be removed to the town of Hisposicson, in said Territory, from and after the first day of June seed. Given under my hand, at the city of Washington, this 30th day of April. A. D. 1857.

[Int. & Star] May 1-law6w

[No. 582.

Notice

Of the removal of the land office from Fayettee to Boonville, in the State of Missouri.

In State of Missouri.

In accordance with the provisions of the act of Congress entitled "An act authorizing changes in the location of land offices," approved March 3, 1883, it is hereby declared and made known that the office for the sale of public lands at Farstrix, in the State of Missouri, will be removed to the town of Boownizi, in said State, at as early a period as practicable.

Further notice as to the precise time of removal will be issued by the register and receiver at the Fayette land office.

Given under my band, at the city of Washington, this 18th day of May, A. D. 1857.

By order of the President. order of the President :

THOS. A. HENDRICKS, Commissioner of the General Land Office. [Intel&Star]

Notice for restoring certain lands to market in the State of Louisiana.

OTICE is hereby given that the land office at Greensburg, in the State of Louisiana, will be open to the sale at private entry and location, on and after the lat day of Cotober next, of all mocent public land embraced in the following townships, viz:

South of the base line and east of the principal meridian.
Townships 1, 2, 3, 4, and 8, and fractional township 8, of range 3.
Townships 1, 2, 3, and 4, of range 4.
Townships 1, 2, 3, 4, 5, 6, and 7, and fractional townships 8 and 9,

Townships 1, 2, 5, 4, 5, 6, and 7, and tractical townships 8 and 9, frange 6.

Townships 1, 2, 3, 4, 5, 6, and 7, of range 6.

Townships 1, 2, 3, 4, 5, 6, and 7, of range 7.

Townships 1, 2, 3, 4, 5, 6, and 7, of range 8.

Townships 1, 2, 3, 4, 5, 6, and 7, of range 9.

The sail lands having been proclaimed and offered at public sale sefore their recent withdrawal by notice No. 563, in reference to rail-oad burposes.

road purposes.

The following townships, which have not been offered heretofore at public sale, will be released from their recent withdrawal for railroad purposes, and open to pre-emption as other unoffered public land, en and after the date above mentioned, viz:

South of the base time and constructions to be sound by the following the following the following the following the following the following to frame of fractional township 8, of range 6. Fractional township 8, of range 7. Township 6, and fractional township 8, of range 8. Fractional township 8 and 9, of range 9. South of the base line and east of the principal meridian

Given under my hand, at the General Land Office, at the city of Washington, the 27th day of July, 1857.

THOS. A. HENDRICKS, Commissioner.

[lut. & Star.]

#### [No. 584.] Notice

Of the Removal of the Land Office from Oserwa to Otter Tail City, in the Territory of Minnesola. TAIL CITY, in the Territory of Minnesola.

In ACCORDANCE with the provisions of the act of Congress entitled "An act authorizing changes in the hoesites of land offices," approved 3d March, 1853, it is hereby declared and made known that the effice for the "Northwestern Districts" in the Territory of Minnesota will be removed from the town of Oznawa to Orrea Tau. City, in said Territory, at as easily a period of a practicable. Further notice as to the precise time of removal will be issued by the register and receiver for said district. Given under my hand, at the city of Washington, this 18th day o August, A. D. 1857.

By order of the President:

THOS. A. HENDRICKS,

Commissioner of the General Land Office.

[Intel & Star.]

Washington Branch Railroad.

FROM Washington at 6, s. m., connecting at Rela with trains for the West, and at Baltimore with those for Phila delphia and New York. At 8.50, a. m., for Annapolis, Baltimore, Philadelphia, and Ne

York. At 3, p. m., for Baltimore and Norfolk, and at Relay with Frederick train. ck train

Express at 4.20, p. m., at Relay for the West, and for Annapolis, latimore, Philadelphia, and New York.

On Sunday at 7, a. m., and 4.20, p. m.

Prom Baltimore for Washington.

At 4.15 and 9.15, a. m., and at 3 and 5.15, p. m.

On Sunday at 4.15, a.m., and 5.15, p. m.

T. H. Parsones, Appendix

T. H. PARSONS, Agent.

June 13 THE NEW YORK AND LIVERPOOL UNITED

These chips having been built by contract expressiy for governm ervice, every care has been taken in their construction, as also heir engines, to insure strength and speed; and their accommodate or passengers are unequalised for elegance and comfirt. Price of passage from New York to Liverpool in first cabin, \$1 a second cabin, \$75. From Liverpool to New York, 30 and

guineas.

An experienced surgeon attached to each ship.
No berths can be secured until paid for.
The ships of this line have improved water-tigh avoid danger from loc, will not cross the Banks ifter the lot of August.

EDWARD K. COLLINS,
No 56 Wall street, N. Y.
BROWN, SHIPLEY, & CO.,
Liverpool.
STEPHEN KENNARD & CO.,

The owners of these ships will not be accountable for gold, silve

# For All Parts of the West.

NEW AND IMPROVED ARRANGEMENTS.

THREE TRAINS DAILY from Baltimore, for Cumberland, Wheeling, and all parts of the West.

1st. The ACCOMMOPATION TRAIN will leave (except Sunday) at 6.45, a. m., counceting with trains from Philadelphia; first train from Washington (at Junction) will stop at way stations and arrive at Cumberland at 4 celeck, p. m.

2d. The MAII. TRAIN leaves Camden Station daily (except Sunday) at 8.30, a. m., and reaches Wheeling by 4, a. m., connecting at Benwood with trains for Columbus, Checimant, Dayton, Indianapolis, Louisville, Cleveland, Tolodo, Detroit, Chicago, St. Louis, Cairo, and intermediate points.

ville, Cleveland, Toledo, Detroit, Chicago, St. Louis, Cairo, and intermediate points.

3d. The EXPRESS TRAIN leaves daily at 7, p. m., connecting with express trains for Cheinnati, St. Louis, Cairo, Chicago, and intermediate places. The distance to Cheinnati and other central and souther aplaces in the West is nearly 100 miles shorter than by any other route. The time to these places is also unequalled.

Baggage checked through to Columbus, Cheinnati, Indianapelis, and St. Louis.

St. Louis.

Passengers and baggage transferred at all points free.

THROUGH TICKETS will be sold to all the large towns in the West, at the lowest possible rates, at the ticket office, Camden Station, and at Washington city.

A second-class car is attached to the mail train.

Passengers from Baltimore or Washington may view the entire road by daylight by taking accommodation or mail train, and lying over at Cumberland or Oakland. They resume next morning by the express train, which leaves Cumberland at 2.50, a. m., and reaches Wheeling at 2, p. m.

Passengers from Washington have ample the company of the composition of the compositi

train, which leaves Comberland at 2.50, a. m., and reaches Wheeling at 2, p. m.

Passengers from Washington have ample time for meals at Washington Junction.

This is the only route by which through tickets and baggage checks can be obtained in Washington.

FOR WAY PASSENGERS.

The accommodation train, at 6.45, will stop at all stations east of Cumberland, and the express at stations beyond Piedmont going west. Eastwardly, the mail train leaves Wheeling at 7.15, a. m., and accommodation leaves Cumberland at 8.20, reaching Baltimore at 6.45, p. m.

The FREDERICK TRAIN starts at 4, p. m., (except Sunday,) stopping at way stations. Leaves Frederick at 9, a. m., arriving at Baltimore at 12.30, noon.

The KLICOTTS MILIS TRAIN leaves Camden Station at 6, a. m., and 3.30, p. m. Leaves Ellicott's Mills at 7.30, a. m., and 7.30, p. m.,

W. S. WOODSIDE, Master of Transportat Jan 17-dtf

COMPLETION of Panama Railroad.—Reduction COMPLETION of Panama Railroad.—Reduction of fare to California.—United States mail ateamships loave New York for Aspinwall on the 5th and 20th of each mouth, connecting with mail steamers from Panama to San Francisco.

These steamships have been inspected and approved by the Navy Department, and guaranty speet and safety.

The Panama railroad (47 miles long) is now completed from cocan to cocan, and is crossed in 3 or 4 hours. The baggage of passengers is checked in New York through to San Francisco, and passengers are embarked at Fanama by steamer at the company's expense. The money paid in New York covers all expenses of the trip.

Roserve steamers are kept in port in New York, Panama, and San Francisco, to prevent detention in case of accident, so that the route is entirely reliable.

Passengers leave Panama the same day they arrive at Aspinwall. Conductors go through by each steamer, and take charge of women and children without other protectors.

For through tiskets at the lowest rates apply at the agency, 177 West atreet, New York, to

# For Kansas and Missouri River.

THE PACIFIC RAILROAD is now running two daily trains between St. Louis and Jefferson city, connecting with the 'Lightning Line' of Missouri-river packets, that leaves Jefferson city daily on the arrival of the express train, carrying the mails and passengers for Booneville, Chasgow, Lexington, Kansas, Loavenworth, Weston, St. Joseph, and all intermediate points.

Through from St. Louis to Kansas in 48 hours, and from 24 to 36 hours ahead of boats starting from St. Louis.

The Lightning Line packets are equal to any beats in the trade, and The Lightning Line packets are equal to any boats in the trate, and, being required to run on schedule time with the mails, passengers are never delayed waiting for freight at towns on their way. Through tickets can be purchased in the principal cities of the United States, or at the effices in St. Louis.

T. McKirskyk, May 22—diff. Ass't Sup't.

Select Classical School at Oxford, North Caro-

Inna.

INCE the establishment of this school in January, 1851, by the present principal, James H. Horner, A. M., it has received a large and steadily increasing measure of the public favor, as attested by an extensive patronage from abroad and its an and delegation of matriculates to the University at Chapel Bill. Hereafter it will be conducted under the joint supervision of Mr. Horner and Professor A. G. Brown, late of the said University, who has been many years a teacher of the ancient classics in that institution. Rev. T. J. Horner will continue to be an assistant instructor, and others well qualified for the office appointed as occasion may require.

The plan of studies is designed to prepare young men for advanced classes in college, and also to fit those who may not expect or desire to obtain the benefit of a full collegiate course for respectable stations in life by instruction in the ordinary branches of a sound English education. For the sake of the greatest efficiency, the number of classes will be limited, so that ample time may be devoted to examination and lecture upon the subject of every lesson by each instructor in his own department.

Care will be taken also to adapt the text books and modes of instructors.

will be innitice, as cast among the lecture upon the subject of every lesson by each instructor in his own department.

Care will be taken also to adapt the text books and modes of instruction to the latest advancement of knowledge in each of the several branches. While the methods recommended by experience shall be consistently preserved, no expense will be spared to provide the best apparatus for the work.

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The next term will commence on the 18th of July.

Other particulars made known on application.

arious mombers of the board of trustees. The next term will commence on the 15th o Other particulars made known on application May 14\*

# Notice.

Notice.

WHEREAS by virtue of a decree entered in a suit pending in the circuit court of Rappahannock county, Virginia, in which J. lishards Nicklin and Delia Galvert are plaintiffs, and Cockius Galvert, Hennah Jell, James Jell, and John Jell, administrators of Ann Coxe, deceased, and others, are defendants—among other things it was adjudged, ordered, and decreed that the commissioner who was directed to take the neconnts directed in said cause should "inquire and state to the court whether the said Sarah Henricita Birch, a sister of the half-blood to the said Am Coxe, was living at the time of her death, and, if she was dead, whether her said Husband survived her and the said Am Coxe, and whether she left a child or children, descendant or descendants of descendant or descendants or the propose the said commissioner is to cause advertisements to be inserted in the "National intelligencer" and "Union" weekly for four weeks for the said Sarah Honricita Birch, her child or children, descendant or descendant, or other person or persons entitled to her Interest in the said estate.

Now, therefore, I, J. Y. Menefee, commissioner of the circuit court of Rappahamock county, hereby notify the said Sarah Henricita Birch, if she be alive, and, if she be dead, her child or children, descendant or descendants, or other person or persons entitled to her interest in the satake of the said Ann Coxe, deceased, to come in before me, at tary office, in the town of Washington, Rappahamanck county, Virginia, on the 15th day of August, 1857, and make out bits, her, or their claim to partake in the distribution of the said estate of the said Ann Coxe, deceased.

Jut 9, 1857.

Jut 14. Weekley Commissioner.

Will be published on the 25th of June the impending crisis of the south—how to meet it. BY HINTON ROWAN HELPER,

of the price above.
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June 13—3m\*; BURDICK BROTHERS, Publishers, 8 Spruce street, New York.

PENSION AND BOUNTY LAND LAWS, Being the latest stereotyped edition of the work known by the title of "MAYO & MOULTON'S PENSION AND BOUNTY LAND LAWS,"

BY ROBERT MAYO, M. D. LUCAS BROTHERS, Baltimore.

"deces" on record.

The subjoined letters in commendation of this work are now laid before the public for the lirst time, in addition to numerous others at each published, from heades of departments and other public officer whose official duties render them particularly conversant with the administration of persons and bounty-hand claims:

Letter from the Hem. Isoob Broom, chairman of the Committee on Revisionary Pensions.

House of Revisionary Pensions.

House of Revisionary Pensions.

My deal am: I have been pleased to meet with you once more after the lapse of so many years; and I desire to avail myssiff of an early opportunity to add my thanks to those you must have received from many others for your labor and care in the compliation of the laws of the United States relating to pensions and bounty lands, a copy of the stereotype edition of which I have in my possession.

The subject of pensions is one which has been, and still continues to be, of interest to the great American family. The circumstances under which those for revolutionary services were provided are of a highly interesting character.\*

I was never the design of our fathers that the system should be partial, giving to some while it withholds from others equally deserving. Your very low of the state of the system incomplete.

Your work I have bound of incalculable value to me in my position as chairnan of the Committee on Revolutionary Pensions, for, without it, I should have been subjected to the labor of a close examination of the statutes; and from the frequency of my rocurrence to it I have been able to test its merit and appreciate its work I ruly, yours, Dr. R. Mayo.

"See introduction to this work for Washington's Appeal to Congress,

\*See introduction to this work for Washington's Appeal to Congress &c., pp. 52 to 57, nowhere eise extant.

### Letter from General Cans.

Letter from General Cass.

Wassinsoros, February 10, 1857.

Dear six: I thank you for the very useful volume you have sent me. I have had time only to glance over it, but I have satisfied myself of its fidelity as well as of its value.

Your supplement contains important additions, and brings the pension history and laws to a late period.

The system has become so extensive that some such compilation was indispensable, and I congratulate all who are obliged to look into the subject of those laws upon the able execution of your labors.

I am, dear sir, respectfully yours,

Dr. Borest Mayo.

LEW. CASS.

Letter from the Hon. James C. Allen, chairman of the Committee Resolutionary Claims.

Revolutionary Claims.

How or Repussionary 18, 1857.

Bran en: I have the honor to acknowledge the receipt of a copy of the second edition of your work entitled "Pension and Bounty Land Lava." for which you will accept my thanks.

To all who are interested in the subject of pensions and bounty lands, or claims against the government growing out of our revolutionary struggle, yours is a work of the first importance.

In this opinion I have the concurrence of my colleague in Committee on Revolutionary Claims.

I am, very respectfully, your obedient servant, Romear Mayo, M. D.

J. C. ALLEN.

Letter from the Hon. Andrew Oliver, chairman of the Committee
Invalid Pensions.

Invalid Pensions.

House of Representatives,
February 20, 1857.

Dear mr. I have the honor to acknowledge the receipt of your note of the 17th instant, with your own and Mr. Moulton's book of Pension and Bounty Land Laws, for which accept my thanks.

In the examination of cause arising under the pension and bounty land laws, I have had frequent occasion to refer to this work, and have ever found it accurate and complete. As a compliation of the laws upon those subjects, I regard it highly ensul both to those administering those laws and the public.

With many wishes for your continued success, I have the honor to be your obelient servant,

Br. R. Mayo.

Letter from the Hon. Solumon Foot, United States sensior.

Washington Crit, March 13, 1857.

Dran sir: I have had very frequent occasion, both in private investigations and in the Committee on Ponsions and on Public Lands, to consult your valuable compilation of the Pension and Bounty Land Laws, and have derived great aid from it. Indeed, I regard it as almost indispensable to the intelligent investigation of questions arising under those laws.

The work is deserving of a very liberal patronage; and I hope you may be abundantly rewarded for your labor.

I am, with sentiments of very great respect, your obedient servant, Dr. Rousert Mayo, Washington City.

Dr. Robert Mayo, Washington City.

Letter from the Hon. T. A. Hendricks, Commissioner of the General Land Office.

Washington City, March 20, 1857.

Sig.: I have had frequent occasion to consult your work on the Fension and Bounty Land Laws of the United States, especially whilst I was chairman of the Committee on Ponsions of the House of Representatives, and have found it very full and complete, well arranged and reliable.

Dr. R. Mayo, Washington City.

The letters first alluded to above, as formerly received and published, commending the work in equally strong terms with the foregoing, were from heads of departments and other public officers in various vays connected with the administration of pensions and bounty ays connected with the administration of pensions and over inde, viz:

The Hon. A. H. H. Stvart, late Secretary of the Interior.

The Hon. Rossey McClenland, late Secretary of the Interior.

The Hon. J. J. Chritekons, late Alterney General.

The Hon. Gno. W. Jones, chairman of Senate Committee on Pension.

The Hon. J.Anspe E. Harry, late Commissioner of Pensions.

The Hon. L. P. Waldo, late Commissioner of Pensions.

The Hon. Jonn Wilson, late Commissioner of Pensions.

The Hon. Rossey J. Artschand, Second Comptroller of the Treasury.

The Hon. Rossey J. Artschand, Second Comptroller of the Treasury.

The Hon. A. O. Davrox, Fourth Auditor.

Colonel Wa. H. Bressil, chairman of House Committee on Militairs.

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May 30

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A VALUE TO THE LONDON AND PEOPLE OF SIAM; by
Sir John Bowring: with a narrative of his mission to 1850.
Townships No. one, in ranges fifteen, sixteen, seventeen, eighloon, sinches, and twenty.

South of the base line and out of the rink principal meridian. Townships No. one, in ranges aftern, sixteen, seventeen, eighleen, miscesses, and twenty.

Townships No. fees, in ranges seventeen, eighleen, minoteen, and twenty.

Townships No. fees, in ranges seventeen, eighleen, minoteen, and wenty, amounting in the whole to eight hundred server, and situate in townships two, of ranges intesteen and twenty.

Also, at Pault, Lykkins county, in said Territory, commencing on Township, the townships test day of May next, for the disposal of such of the lands held in trust by the United States for the benefit of the confederated hands of Kaskaskia, Poeria, Plankeshaw, and Wes Indians as are situated within the undermentioned townships of said Territory, and ended by said confederated bands as aforesaid, to wit:

South of the base line and east of the rinth principal secretion.

Townships filters, sixteen, and seventeen, of range twenty-one. Townships filters, sixteen, and seventeen, or range twenty-two.

Townships filters, sixteen, and seventeen, or range twenty-two.

Townships filters, sixteen, and seventeen, or range twenty-two.

whips fifteen, sixteen, seventoen, and eighteen, of range two ty-five.

Provision having been made by the second and third articles of the receiv of cession that each individual member of said confederated bands should be estitled to one hundred and sixty acres of land; and in addition, that ten sections should be selected and set part as a national reservation; and by the fifth article one section of six hundred and forty acres should also be selected and set apart for the benefit of the American Indian Mission Association; and said lands, amounting to about forty-eight thousand acres, having been selected in the following townships above named, to wit:

three.
Townships sixteen and seventeen, range twenty-four.
Townships sixteen and seventeen, range twenty-four.
Townships sixteen and seventeen, range twenty-five, are hereby set apart and reserved from sale.
Also, at Lecompton, in said Territory, communicing on Tuesday, the twenty-third day of June next, for the disposal of such of the latest held in trust by the United States for the benefit of the Delaware tries of Indians as are situated within the undermentioned townships, comprising the unders portion of the lands coded by the said belaware indians, in trust as aforesaid, to wit:

South of the base line and east of the right principal meridien.

Townships five, six, seven, eight, nine, ton, and eleven, of range en. Townships six, seven, eight, nine, and ten, of range eighteen.

Townships six, soven, eight, nine, and ten, of range eighteen.

The terms of said sales will be cash, and no bid will be received below the valuation placed upon the several tracts by the commissioners duly appointed for the purpose of classifying and valuing the same, and upon payment being made, receipts in duplicate will be executed therefor, one of which will be delivered to the purchaser.

Patents will subsequently be issued for the lands so purchased in accordance with the laws in force regulating the issue thereof.

The offering of the above lands will be commoned on the days respectively appointed, and will proceed in the order in which they are advertised, with all convenient despatch, until the whole shall have been offered and the sales thus closed.

All purchases not paid for on the day of sale will be reeffered on the following day at the risk of the defaulting purchaser.

Given under my hand at the city of Washington this twenty-sixth day of February, eighteen hundred and fifty-seven.

FRANKLIN PIERCE.

By the President:
Geo. W. MANTINGOT,
Commissioner of Indian Affairs.
N. B.—No newspaper is authorized to publish the foregoing adversament without special instructions to that effect from the Commissioner of Indian Affairs.
Feb 23—1awtiJune.

FRANKLIN PIERCE.

Change of the Place of Sale of the Delaware Trust Lands in Kansas.

OTICE is hereby given that the place of sale of the Delaware trust lands in Kansas Territory, advertised take place at Lecompton on the 23d day of June next, has been changed to, and will commence at, Osawkee, in said Territory, on the same day and date.

By order of the Secretary of the Interior: CHARLES E. MIX, Commissioner at interim.

DEPARTMENT OF THE INTERIOR, Office of Indian Affairs, April 6, 1857. April 7—lawtLJune

Change in the Days of Sale of the above-d scribed Indian Trust Lands in Kansas. DEPARTMENT OF THE INTERIOR,
Office of Indian Affairs, April 11, 1867.

NOTICE is hereby given that the days designate
in the foregoing proclamation for the commencement of the
sale of certain Indian trust lands are changed and postponed to it

sale of certain Indian trues following periods: following periods: lowa lands, at lowa Point, to Wednesday, 3d day of June next. The lands of the Weas, &c., at Paoli, to Wednesday, 24th day The answer of the Secretary of the Interior:

By order of the Secretary of the Interior:

CHARLES E. MIX.

Proposals for Live Oak.

NAVY DEPARTMENT, Bureau of Construction, &c., May 2, 1857 SEALED PROPOSALS for delivering 50,000 cmbi feet of promiscaous live eak in each of the navy-yards at Charietown, Massachusetts; Brooklyn, Now York; Philadelphia, and a Gosport, Virginia, will be received at this bureau until the 15th Jun 1867.

1857.

These proposals must be endorsed Proposals for Live Oak, that they may be distinguished from other business letters. The offers may be for one or all the yards, but must be for the whole quantity at any yard, and, as required by law, must be accompanied by a sullab guarantee, the form of which is herewith given.

Sureties in the full estimated amount will be required to sign the contract, and, as additional and collateral security, 15 per cent, will be withheld on the amount of each delivery until the contract is completed.

be withheld on the amount of each delivery until the contract is completed.

In all the deliveries of the timber there must be a due proporties of the most difficult and crooked pieces, otherwise there will be wish held such further amount, in addition to the 15 par cent, as may be judged expedient to secure the public interest until such difficult portions be delivered. The remaining \$5 per cent, or other proportion of each bill, when approved in triplicate by the commandant of the yard, will be paid by such navy agent as the contractor may name within thirty days after its presentation to him.

It will be stipulated in the contract that if default be made by the parties of the first part in delivering all or any of the timber asset of the quality and at the time and place provided, then and in the case the contractor and his surveices will forfeit and pay to the United and a contractor and his surveices will forfeit and pay to the United and a contractor and his surveices will forfeit and pay to the United States and Among and the contractor and his surveices will forfeit and pay to the United States and Among and the contractor and his surveices will forfeit and pay to the United States and Among and the contractor and his surveices will forfeit and pay to the United States and Among and the contractor and his surveices will forfeit to total amount therein of the quality and at the time and place provided, then and in the case the contractor and his sureties will forfeit and pay to the United States a sum of money not exceeding twice the total amount there agreed upon as the price to be paid in case of the actual delivery theorem, which may be recovered from time to time, according to the act of Congress in that case provided, approved March 3, 1843.

The 80,000 cmbic feet to be delivered in each yard will be in the filowing proportions—say 8,000 cmbic feet of keelsons, and pieces subable for lower stems, stern posts, stern-post knees, fore deadwood, approved, all ciding 18 and 20 inches, and hooks siding 14 and 16 inches. These pieces to be in number in the proportions in which they ester into the construction of a ship-of-war, conforming substantially in shape, length, and character with those hereofore received with frames of corresponding siding, the moulds of which can be seen at any of the yards name.

32,000 cmbic feet of the siding of 13 and 15 inches, in about equal quantities of each, and 5,000 cmbic feet of a siding of 12 inches; all these pieces being in length from 13 to 17 feet, having a natural and fair curve of from 13 to 30 inches or more in that length; and we thirds the number of the pieces to have from the mean to the naximum crook; also, 5,000 cmbic feet siding 13 and 15 inches, in length from 15 to 20 feet.

All to be sided straight and fair; the 16-inch timber and under showing a face of not less than three-fourths the siding, to be delivered in the respective yards at the risk and expense of the contractor, subject to be entired by the commandant of the yard; to be delivered in the remainder on or before the lat day of August, 1858, and the remainder on or before the lat day of August, 1858, and the remainder on or before the lat day of August, 1858, and the remainder on or before the lat of July, 1869.

Firm of Affer.

I of the States navy-yard at fifty thousand cubic feet of live-oak timber, in conformity with the advertisement of the Burean of Construction of the date of May 2, 1857, viz.

\$,000 cubic feet, suitable for principle pieces, sided 18 and 20 inches, at—per foot.

\$2,000 cubic feet, surveyed timber, sided 13 and 15 inches, length 13 to 17 feet, at—per foot.

\$,000 cubic feet curved timber, sided 12 inches, length 13 to 17 feet, at—per foot.

\$,000 cubic feet timber, siding 13 and 15 inches, length 17 to 20 feet, at—per foot.

Total vaine.

Should my offer be accepted, I request to be addressed at and the contract forwarded to the mavy agent at—or to me and the contract forwarded to the mavy agent at—or to me at (Date.)

I hereby certify that the above named C D and E F are knows me as men of property, and able to make good their guarantee. (Date.)
(To be signed by the United States district judge, United States rick attorney, collector, or navy agent, and no other.)

May 2—lafert

CENERAL WESTERN LAND OFFICE.—Fill more, Osborn, & Co., corner Main and Second streets, (of Mairs.), nearly opposite the Julien House, Dubuque, Jown; Broom, born, & Co., 28 Cark street, Chicago, Blinole; Broom, Hussey, & C. Keckuk, Juwa, real estate agents, stock and exchange brokers, eights this propmy attention to the sale of real cestate, attocks, and book loans negotiated; monoy invested; Jocating lands, either with cash of warrants. Will locate on time, joint account, or on commission. Every location is made from personal examinations only. Tasipaid, &c., &c., &c.

N. H.—All property left with us for sale will, if required, be placed to the commission of the commission.

N. H.—All property left with us for sale will, if required, be placed upon our registers at Chicago and Keckuk, as well as here, giving the celler three markets. Correspondence solicited.

Ap 28—dSm

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